

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 8200

THURSDAY, AUGUST 25, 1910

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四拜禮

號五廿月八年癸

五廿月八年癸

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL £1,500,000
RESERVE FUNDS Sterling £1,500,000 at 1/4 = \$1,500,000
Silver \$1,500,000 at 1/4 = \$1,500,000
RESERVE LIABILITY OF PROFTONK \$1,500,000

COURT OF DIRECTORS:
G. Dalloch, Esq., Chairman.
Robert Shaw, Esq., Deputy Chairman.
F. H. Armstrong, Esq.,
Andrew Forbes, Esq.,
G. F. Johnson, Esq.,
Messrs. Henry Keeswick,
G. R. Lumsden, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH

MANAGER:
Shanghai—H. E. R. HUNTER

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 4 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 3 1/2 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 4 1/2 per cent. per annum.
N. J. STABB,
Acting Chief Manager.
Hongkong, 25th August, 1910.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1851.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,500,000
RESERVE FUNDS £1,500,000
RESERVE LIABILITY OF PROFTONK £1,500,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 4 per cent. per annum on the daily balance.

ON FIXED DEPOSITS for 12 months, 4 1/2 per cent.

WM. DICKSON, Manager.

Hongkong, 25th April, 1910.

YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP—Yen 24,000,000
RESERVE FUNDS—Yen 10,500,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO, HANKOW, TIENTSIN, PEKING, MANCHUWANG, DALNY, PORT ARTHUR, ANTUNG, LIOWANG, MUKDEN, TIE-LING, CHANG-CHUN.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 4 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 12 months, 4 1/2 per cent.

TAKAO TAKAMORI, Manager.

Hongkong, 11th March, 1910.

DEUTSCH ASIATISCHE BANK

CAPITAL FULLY PAID-UP—\$1,500,000

Head Office—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank),
Direction der Disconto-Gesellschaft,
Deutsche Bank & Reichsbank,
Berliner Handels-Gesellschaft,
Bank fur Handel und Industrie,
Robert Warshawsky & Co.,
M. A. von Rothschild & Soehne, Frankfurt a/M.,
Norddeutsche Bank in Hamburg, Hamburg,
Sal. Oppenheim Jr. & Co., Koeln,
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons,
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHER BANK (BRUNNEN), LONDON BRANCH,
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST ALLOWED ON CURRENT ACCOUNT DEPOSITS received on terms which may be agreed on application. Every description of Banking and Exchange business transacted.

KULLMANN, Acting Manager.

Hongkong, 1st March, 1910.

Banks.

HONGKONG SAVINGS BANK.

THE HONGKONG SAVINGS BANK, LIMITED.

INTEREST ALLOWED ON CURRENT ACCOUNT DEPOSITS received on terms which may be agreed on application. Every description of Banking and Exchange business transacted.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

N. J. STABB, Acting Chief Manager.

Hongkong, 18th July, 1910.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP—Gold \$5,000,000
RESERVE FUND—Gold \$5,000,000

(about \$1,500,000)

HEAD OFFICE—60, Wall Street, New York.

LONDON OFFICE—Thames Building House, E.C.

LONDON BANKERS:

NATIONAL PRO-CIAL BANK OF ENGLAND, LTD.

THE CAPITAL & CREDIT BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE CORPORATION TRANSACTS EVERY DESCRIPTION OF BANKING AND EXCHANGE BUSINESS, receives money on Current Account at the rate of 3 1/2 per cent. per annum on the daily balance and accepts Fixed Deposits at the following rates:

For 12 months, 4 1/2 per cent. per annum.

For 6 months, 4 per cent. per annum.

For 3 months, 3 1/2 per cent. per annum.

N. S. MARKS, Manager.

No. 9, Queen's Road Central.

Hongkong, 17th August, 1910.

Insurance

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS:

Alexander McLeod, Esq., Chairman;

C. R. Burkill, Esq.,

Lee Yang So, Esq.,

J. H. McMichael, Esq.,

C. R. Burkill, Esq.,

J. A. Wattle, Esq., Managing Director.

A. J. Hughes, Esq., Secretary.

S. B. Neill, Esq., F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

Insurance in Force—\$7,855,885.00

Assets—\$1,175,500.00

Income for Year—\$566,552.00

Insurance Fund—\$2,210,013.00

LEFFERTS KNOX, Esq., Hongkong, District Manager.

B. W. TAPP, Esq., Canton, Macao and the Philippines, District Secretary.

ALEXANDRA BUILDING.

C. LAWDER, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG.

Sir Paul Chater, Kt., C.M.G., T. F. Hoogh, Esq., C. J. Laffan, Esq.

Hongkong, 16th July 1910.

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE

WEEK DAYS.

7:00 a.m. to 10:00 a.m. Every 10 minutes.

10:00 a.m. to 11:00 a.m. Every 15 minutes.

11:00 a.m. to 12:00 p.m. Every 15 minutes.

12:00 p.m. to 1:00 p.m. Every 15 minutes.

1:00 p.m. to 2:00 p.m. Every 15 minutes.

2:00 p.m. to 3:00 p.m. Every 15 minutes.

3:00 p.m. to 4:00 p.m. Every 15 minutes.

4:00 p.m. to 5:00 p.m. Every 15 minutes.

5:00 p.m. to 6:00 p.m. Every 15 minutes.

6:00 p.m. to 7:00 p.m. Every 15 minutes.

7:00 p.m. to 8:00 p.m. Every 15 minutes.

8:00 p.m. to 9:00 p.m. Every 15 minutes.

9:00 p.m. to 10:00 p.m. Every 15 minutes.

10:00 p.m. to 11:00 p.m. Every 15 minutes.

11:00 p.m. to 12:00 a.m. Every 15 minutes.

Peninsular and Oriental Steam Navigation Company.

STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on the following DATES named—

FOR SHANGHAI: DELTA, Capt. D. W. H. Snow, 1st Sept. 1910.

FOR LONDON, &c., via usual Ports: ARCADIA, Capt. S. Baichem, 1st Sept. 1910.

FOR SHANGHAI, MOJI, KOBE, NAGASAKI, and YOKOHAMA: NORA, Capt. G. W. Phillips, 1st Sept. 1910.

For Further Particulars, apply to E. A. HEWITT, S. & O. S. N. Co's Office, Hongkong, 25th August, 1910.

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Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG TO CANTON: MONDAY, 22nd August. 8:00 A.M. HONGKONG 8:00 A.M. HONAM 10:00 P.M. KINSHAN 5:15 P.M. FATSHAN

CANTON TO HONGKONG: THURSDAY, 25th August. 8:00 A.M. HONAM 8:00 A.M. HONGKONG 10:00 P.M. KINSHAN 5:15 P.M. FATSHAN

HONGKONG TO CANTON: TUESDAY, 23rd August. 8:00 A.M. HONAM 8:00 A.M. HONGKONG 10:00 P.M. KINSHAN 5:15 P.M. FATSHAN

CANTON TO HONGKONG: FRIDAY, 26th August. 8:00 A.M. HONAM 8:00 A.M. HONGKONG 10:00 P.M. KINSHAN 5:15 P.M. FATSHAN

HONGKONG TO CANTON: WEDNESDAY, 24th August. 8:00 A.M. HONAM 8:00 A.M. HONGKONG 10:00 P.M. KINSHAN 5:15 P.M. FATSHAN

CANTON TO HONGKONG: SATURDAY, 27th August. 8:00 A.M. HONAM 8:00 A.M. HONGKONG 10:00 P.M. KINSHAN 5:15 P.M. FATSHAN

HONGKONG TO CANTON: SUNDAY, 28th August. 8:00 A.M. HONAM 8:00 A.M. HONGKONG 10:00 P.M. KINSHAN 5:15 P.M. FATSHAN

CANTON TO HONGKONG: MONDAY, 29th August. 8:00 A.M. HONAM 8:00 A.M. HONGKONG 10:00 P.M. KINSHAN 5:15 P.M. FATSHAN

HONGKONG TO CANTON: TUESDAY, 30th August. 8:00 A.M. HONAM 8:00 A.M. HONGKONG 10:00 P.M. KINSHAN 5:15 P.M. FATSHAN

CANTON TO HONGKONG: WEDNESDAY, 31st August. 8:00 A.M. HONAM 8:00 A.M. HONGKONG 10:00 P.M. KINSHAN 5:15 P.M. FATSHAN

HONGKONG TO CANTON: THURSDAY, 1st September. 8:00 A.M. HONAM 8:00 A.M. HONGKONG 10:00 P.M. KINSHAN 5:15 P.M. FATSHAN

CANTON TO HONGKONG: FRIDAY, 2nd September. 8:00 A.M. HONAM 8:00 A.M. HONGKONG 10:00 P.M. KINSHAN 5:15 P.M. FATSHAN

HONGKONG TO CANTON: SATURDAY, 3rd September. 8:00 A.M. HONAM 8:00 A.M. HONGKONG 10:00 P.M. KINSHAN 5:15 P.M. FATSHAN

CANTON TO HONGKONG: SUNDAY, 4th September. 8:00 A.M. HONAM 8:00 A.M. HONGKONG 10:00 P.M. KINSHAN 5:15 P.M. FATSHAN

HONGKONG TO CANTON: MONDAY, 5th September. 8:00 A.M. HONAM 8:00 A.M. HONGKONG 10:00 P.M. KINSHAN 5:15 P.M. FATSHAN

CANTON TO HONGKONG: TUESDAY, 6th September. 8:00 A.M. HONAM 8:00 A.M. HONGKONG 10:00 P.M. KINSHAN 5:15 P.M. FATSHAN

NORDDEUTSCHER LLOYD. THE YOKOHAMA DOCK CO., LTD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STRAIGHT TO SAIL

MANILA, YAP, ANGAUR, MAR-
VON, NEWGUINEA, BRIS-
BANE, SYDNEY and MEL-
BOURNE. "PAINE'S STAMMUND" SATURDAY,
Sept. 10, 1910. (T. 6,000)

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 22nd August, 1910.

Intimations.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertaken and Executed.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 10th March, 1907.

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJENS GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUGHERS,
&c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
HONGKONG, 7th March, 1907.

OSMAN & CASUM,
1 & 3, D'AGUIAR STREET.

* JUST UNPAKED

Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.
TABLE LINENS, SERVIETTES and
HOUSEHOLD LINENS.

Samples on application.

Orders sent to the
HONGKONG, 25th August, 1910.

KWONG FUNG YUEN,
HEAD OFFICE—No. 85, Des Voeux Road West
TIMBER MERCHANTS,
SAW MILL OWNERS,
AND
GENERAL CONTRACTORS
TO
H.B.M. Naval and Military
Authorities.

HAVE always on hand large stock of
American Fir, Douglas Fir, Oregon
Pine, Teak, Yucca, Hardwood, Oregon Spar,
Chinese Spar, Chinese Pine of all descriptions.
Inspection invited to the Yards.
Best Terms.
Quick delivery.

LEUNG TAI,
Managing Director.
HONGKONG, 10th January, 1907.

CHEONG HING

HAS ALWAYS ON HAND

A LARGE ASSORTMENT OF

CURIOS, PORCELAIN, JADESTONE

AND

SILK EMBROIDERIES.

Inspection Solicited.

No. 77, Queen's Road Central.

Hongkong, 11th July, 1910.

**NEW SHOP!
JUST OPENED!!**

DO NOT MISS LOOKING AT
OUR WONDERFUL SELEC-
TIONS OF
RARE JEWELS,
&c., &c., &c.

MOHIDEEN & CO.

Dealers in
CEYLON PRECIOUS
STONES, &c.,
88 & 40, QUEEN'S ROAD
CENTRAL.

Hongkong, 25th May, 1910.

Intimations.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.

Docking Length.....55 ft. Docking Length.....57 ft. Docking Length.....48 ft.
Width of Entrance.....80 ft. Width of Entrance.....50 ft. Width of Entrance.....65 ft.
Water on Blocks.....28 ft. Water on Blocks.....26 ft. Water on Blocks.....21 ft.

THESE DOCKS are conveniently situated in Yokohama harbor and the attention of
Captains and Owners is respectfully called to the advantages offered for Docking
and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work
and a large stock of material is always on hand, (plates, angles and tall shafts all being
tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst
under repairs.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebert, Scotts,

A. I. and Watkins.

Yokohama, April 28th, 1907.



FREE TRIAL.

TRY THE
ROYAL STANDARD
TYPEWRITER

(VISIBLE)

Cost \$165 Little, Last! Long. Will
Always Give Satisfaction.

PHONE No. 483 and the machine
will be at your office for free trial.

Repair to any Make of

TYPEWRITERS,

GRAMAPHONES,

AND

SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and

TYPEWRITERS

FOR HIRE.

**DRAGON CYCLE
DEPOT**

61, DES VOEUX ROAD.

Dentistry.

Dr. M. H. CHAUN,
DENTAL SURGEON,
25, QUEEN'S ROAD CENTRAL, 1ST FLOOR,
ROOMS 2 and 3.
From the University of Pennsylvania, U.S.A.
Telephone 126.
Hongkong, 27th January, 1910.

THE TIGER.

LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 44, D'AGUIAR STREET.
REASONABLE FEE.
Consultation Free.
Hongkong, 25th May, 1910.

To Let.

TO LET.

POSSESSION ON 1ST NOVEMBER.

A FIVE-ROOMED HOUSE at MOUNT
GODOWN, the back, known as "BICKON."
For particulars, apply to
DENNIS & BOWLEY,
Solicitors.
Hongkong, 8th August, 1910.

TO LET.

21, CONDUIT RD., CLIFTON GARDENS.
GODOWNS, 1st to 155, PRAYA EAST.
OFFICES, No. 2, CONNAUGHT ROAD,
2nd Floor.
A HOUSE in WONG-WEI-CHONG ROAD.
OFFICES in YORK BUILDING.
No. 20, DES VOEUX ROAD CENTRAL,
1st Floor.
SEMI-EUROPEAN FLATS, Praya East
corner of Observation Place. The
Tram stops at the door.
Also NEW EUROPEAN FLATS ad-
joining the new Seamen's Institute,
Praya East.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 16th August, 1910.

TO LET.

A HOUSE in KNOTFORD TERRACE.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 27th July, 1910.

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL,
Victoria Building, Rooms suitable for
Office.
ONE GODOWN in MASON'S LANE.
Apply to—
DAVID SASSOON & Co., LD.
Hongkong, 4th April, 1910.

TO LET.

1ST SEPTEMBER—BOWEN ROAD.
WESTERN BLOCK of DWELLING
HOUSE at present occupied as
Artillery Officer's Quarters, suitable for
Boarding House.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st July, 1910.

TO LET.

GODOWN, No. 14, DUNDRELL STREET.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st July, 1910.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN
CONVERT, GARD ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports for their kind
patronage and support, and desires to state
that she will be pleased to receive orders for
all kinds of NEEDLEWORK.
Gentlemen's Shirts made to order, and One-
and-a-half size reserved on old ones.
Ladies' and Children's Under-clothing, Chil-
dren's Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.
The Expenses will also be most grateful
to pay FARE, or the Expenses in the case
of the children of the (First School),
who are sent by the (First School),
Hongkong, 1st July, 1910.

THE CATHAY TRUST, LTD.

Following upon the Shanghai meeting a
statutory meeting of the Cathay Trust, Ltd.,
took place in Messrs J. A. Wattie and Co's
office, at Shanghai, on 18th inst. Mr. W. B.
Clayton presided, and the others present were
Messrs. David Landale, A. M. Marshall,
and H. A. J. Macray, Directors; J. G.
Dyer, Manager; G. H. Potts; C. A. Rievely; C.
Goode, and W. P. Davidson.

The Chairman's remarks were as follows—
Gentlemen, I am in the chair to-day owing
to the absence in Europe of Mr. J. A. Wattie,
who usually presides over our Board. Our
meeting, this morning is the ordinary statutory
meeting, required by law, with the purpose of
which you are nowdays so familiar in Shanghai.
There is no formal business to transact, but you
will be interested to have a resume of our
affairs. Cathay Trust, Limited, was incorporated
on the 30th of April. Of the issue of
100,000 Preference Shares and 300,000
Ordinary Shares all were allotted and taken
up. Since business was inaugurated we
have confined our operations to this market.
Our initial venture was to absorb at par the
whole issue (except the qualifying allotment) to
directors of 2,000 shares, of the Shanghai Re-
ber Co., Ltd. Of these 248,000 shares, we
readily disposed of 213,400 shares at 100 per
cent premium, thus securing to the Trust a very
handsome return and establishing the financial
of the Company on a basis of security and soli-
dity. There is a balance of 34,600 shares un-
sold which we are very satisfied to retain. We
have made advances against shares and other
securities to the extent of 35 lakhs at remunera-
tive rates of interest, and I think it is generally
known to you that at the time of the June Set-
tlement that this Trust came forward, and by
the financial assistance it rendered, saved a
situation which would otherwise have ended in
disaster to Shanghai. I have just mentioned
hitherto we have limited our activities to the
Shanghai market. I am pleased to inform you that
we are now on the eve of extending our opera-
tions. Our Secretaries and General Managers have
about completed arrangement for the opening
up of their own Branch in Java, and I think I
may say that by next month we shall be ably
represented there, and ready for business. In
Shanghai also we are now prepared to prospect
new channels for the employment of our capital.
We have secured the services of Mr. J. C. Dyer,
who for some years past has been connected
with the Hongkong and Shanghai Bank, to act
as local Manager, which completes our staff
equipment here. Gentlemen, I think it is gen-
erally recognized that the opportunities for a
Company of this description are great in Shang-
hai and elsewhere. The earnest efforts of your
Directors and Management will be devoted to
utilizing those opportunities. The introduction
of capital from abroad has already been mooted
to us, and I think we can look forward to the
future with every confidence.
If there are any questions I shall be pleased
to answer them to the best of my ability.
None were forthcoming and the meeting
terminated.

UNDER THE RED ENSIGN.

BRITISH MERCHANT SEAMEN BRANDED.

The branding of seamen and the sending out
of "coffin" ships were two matters touched on
at an interview on July 28 between the Pres-
ident of the Board of Trade and a deputa-
tion of seamen from every port in the United King-
dom, backed up by a number of M.P.s, in
support of the establishment of a conciliation
board for the shipping industry.
Mr. Barnes, M.P., and Mr. Haselock Wilson
complained that the system of branding sea-
men's bodies by the Shipping Federation was
indefinite, and should be stopped. Mr. Barnes
expressed surprise at the system, and hoped
the reports were exaggerated.
"As a matter of fact," Mr. Wilson explained,
"every year for the last three years 10,000 men
of the port of Antwerp have been branded on
their bodies before being engaged on British
ships, and, in addition, every man responsible
for the branding made the men pay fees aver-
aging from 10s. to 4s for the right of employ-
ment."
Mr. T. R. F. Jones, M.P. for Hull. Some have
thought that the branding is with red-hot iron,
but I think an indelible stamp is used.
Mr. Wilson said it was immaterial what
stamp was used; it was the branding of men
they objected to.
Mr. Barnes said the explanation about the
branding had saved his mind.
"As to the 'coffin ship,'" Mr. Wilson said the
shipowners had made no overture for a concil-
iation board, and the shipping Federation was
hostile. There were those who should never be
shipowners. Such men would buy ships for
£25,000 and insure them for £15,000, and the
first voyage of those ships was their last. He
was afraid that the owners who were hostile to
conciliation were men of that class.
Mr. Barnes (in a sympathetic reply) said he
believed the black sheep were few in number.
He agreed with the principle of a conciliation
board urged by the men, but the situation re-
quired delicate handling. There must be good
will on both sides and proper representation.
If the Board could do anything to bring the
two sides together to form a board, they would
gladly place their services at the disposal of
those who advocated conciliation.

FOR SALE

AT

GRACE & CO.

77, DES VOEUX ROAD.

ASIATIC POSTAGE STAMPS

VIEW POST CARDS.

Stamps in Sets, Folders, Bags and Single.

Albums of Stamps and Post Card

Albums of Stamps and Post Card

Albums of Stamps and Post Card

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WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the
mast in front of the Water Police Station at
Tsim Sha Tsui for the information of masters
of vessels leaving the port. They do not
necessarily imply that bad weather is expected
here.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and DEUM below indicates a Typhoon to the North-East of the Colony.
3. A DEUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DEUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is
believed to be more than 300 miles away from
the Colony.

Black Signals indicate that the centre is
believed to be less than 300 miles away from
the Colony.

The above signals will, as heretofore, be
hoisted only when typhoons exist in such
positions or are moving in such directions that
information regarding them is considered to
be of importance to the Colony or to shipping
leaving the harbour.

These signals are repeated at the Harbour
Office, H.M.S. Tamar, Green Island Signal
Mast, and the Flagstaff on the premises of the
Hongkong and Kowloon Wharf and Godown
Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected
that the wind may increase to full typhoon
force at any moment, the following Urgent
Signal will be made at the Water Police
Station, and repeated at the Harbour Office:

THREE EXPLOSIVE BOMBS, AT INTERVALS
OF TEN SECONDS.
A Black Cross will be hoisted at the same
time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhib-
ited from the Flagstaff on the roof of the Water
Police Station at Kowloon, the Harbour Office
Flagstaff, and H.M.S. Tamar.

- I. Three Lights Vertical, Green Green Green,
indicates that a typhoon is believed to be
situated more than 300 miles from the Colony.
- II. Three Lights Vertical, Green Red Green,
indicates that a typhoon is believed to be
situated less than 300 miles from the Colony.
- III. Three Lights Vertical, Red Green Red,
indicates that the wind may be expected to
increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the
Explosive Bombs, as above, in the event of the
information conveyed by this signal being dis-
puted by night.

These Night Signals will be repeated in the
Day Signals at sunset, and, when
necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing
Ocean Vessels, a Goss will be exhibited in
each of the following positions during the time
that any of the above Day Signals are hoisted
in the Harbour:

Gap Rock. Aberdeen.
Wing. San Ki Wan.
Stanley. Sai Kung.
Gape Collision. Shek O.
Tall. Tai O.

This will indicate that there is a typhoon
somewhere in the China Sea, and that a Ship
Warning is hoisted in the Harbour.

Further details can always be given in Ocean
Vessels, as hoisted by the Harbour Office.

For further details, apply to the Harbour
Office, or to the Water Police Station.

Illegal Opium Seizure.

MR. MAX MULLER'S PROTEST.

WAIWU'S INSTRUCTIONS TO CANTON VICEROY.

(From Our Own Correspondent)

Canton, 24th August.
The Viceroy Yuan has received a telegram from the Ministry of Foreign Affairs at Peking transmitting to him a representation from the British Consul at Canton with special reference to the illegal seizure of twenty tons of opium at San Tsung and Sam Tsing in Samshui and the imposition of a fine of 180 taels on Canton on the owner. The British Consul at Canton reiterated that the levy of the tax on foreign raw opium under the name of prepared opium licence fees in Canton is quite a breach of Treaty rights and that the collection of these illegal taxes must be abolished without the least delay.

The Ministry in the telegram instructed H.E. Yuan to settle the case of the opium seizure referred to above in a satisfactory manner, for fear of the prohibition of opium in Hong Kong might be hampered and seriously affected, on account of the frequent seizures from the British Consulate.

CANTON RAY BY DAY.

AN EARLY KIDNAPPING CASE.

(From Our Own Correspondent)

Canton, 23rd August.
Ten days ago seven houses were attacked and ransacked by robbers in Su Chiu and one man was kidnapped. The whereabouts of the kidnapped are not known to any one up to the present and his relatives have reported the case to the Canton officials.

OFFICIAL ENTERAINED.

H. E. Chang Ming K. Governor of Kwangsi, who arrived here last Sunday, was yesterday entertained to dinner by Admiral Li Chun. There were also present the Tartar General, the two Lieutenants Tsuru G. and Li, and many other high officials with the exception of the Viceroy, H. E. Yuan Shu Hsiao, who was unfortunately taken ill on that day, has not yet quite recovered.

CHEAP RICE.

The price of rice has fallen during the three days on the 18th, 19th and 20th instant was as follows:—18th: Eastern Shred, \$1.14; Western Shred, \$1.10; Wogshia Shred, \$1.10 and 11th Shred, \$1.10. 19th: Eastern Shred, \$1.10; Western Shred, \$1.10; Wogshia Shred, \$1.10 and 11th Shred, \$1.10. 20th: Eastern Shred, \$1.10; Western Shred, \$1.10; Wogshia Shred, \$1.10 and 11th Shred, \$1.10. In addition to the above the amount realized from the sale of cheap rice to villagers during the three days was about \$1,000 each day.

PRISONERS UNDETERRED.

Two criminals, named Wong Ai Tsai and Wong Lai Tsun, who had been found guilty of armed robbery and had been sentenced to death, were yesterday taken out of the Pan Yu gaol to the execution ground and beheaded.

FLOOD RELIEF.

Another sum of three thousand dollars has been appropriated from the funds in the hands of the Canton Central Relief Committee in aid of the stricken in the Tung Fa district where disastrous floods have recently occurred.

NATIONAL SPORTS.

Grand Chinese national sports have been arranged to take place in Ningbo on the 15th day of the 9th moon (7th October next); the members of the Committee of the Canton Sport Club have accordingly invited intending competitors from Canton to proceed to Ningbo to take part in the forthcoming sports there. They held a meeting on the 19th instant at the premises of the Canton Young Men's Christian Association for the purpose of making arrangements to enlist intended competitors and Mr. Wong K. Lung, at present superintendent of the Canton Military College, was appointed to be in charge of all matters in this connection.

VICEROY'S DISPOSAL.

24th August.
The Viceroy took ill a few days ago and has not yet recovered. H.E. Yuan has telegraphically applied to the Imperial Government for fifteen days' leave of absence in order to recuperate his health and a reply has now been received from Peking granting his application. While H.E. Yuan is on leave, the Provisional Treasurer, Chin Kwai Lung, will undertake the ordinary business of the Viceroy's office. It is reported that H.E. Yuan is desirous of resigning his position as Viceroy of the Liao Kwang Province, and seek transfer to the North.

GAMBLING MONOPOLIES.

The Te. Chih Po, Ministry of Finance at Peking has sanctioned the joint memorial of the Canton Society that the increased annual rental derived from the salt merchants in Kwangtung be wholly appropriated towards making good in part the revenue of the Provincial Government by the proposed abolition of the different gambling forms in Kwangtung. Judging from the above, there is a promising prospect that the different gambling monopolies in this province will be done away with altogether without delay or difficulty.

GOVERNOR OF KWANGSI.

The Governor of Kwangsi, H. E. Chang Ming K. who arrived here the other day, will leave for Peking tomorrow.

SHANGHAI SINK POLICE.

In the Shanghai *North China Daily* we notice that the Captain Superintendent of Police has submitted proposals for the replacement of the 100 British recently dismissed. He advises the Commissioner of the 100 Chinese constables with 5 British in addition. He states that the proposal for the replacement is necessary only from the point of view of defence in case of riot. They are not to be armed with guns and pistols, but only with sticks. The proposal is that the 100 Chinese constables should be replaced by 100 British constables.

THE FLOODS IN JAPAN.

Summary of Japanese reports, says the *Kobe Herald* of August 13, we gather that conditions in Tokyo owing to the floods are getting worse and worse. With the exception of the hills, every quarter of the city was under muddy water yesterday. The water in some places is as deep as nine feet, and the roofs of over 2,000 houses in one neighbourhood are submerged. Most disastrous scenes confront the observer everywhere and the task of water through and over the houses has carried away the people's belongings. It was greatly feared yesterday that the Kanagawa would overflow. If this danger materialized both Kanda and Nishi-bashi would be immediately inundated. The sixth section of Asakusa Park resembled a large lake. It has been impossible to run the electric trains to Asakusa since yesterday morning. A large number of vessels, small and large, are engaged in taking refugees to elevated places, and carrying food and supplies provided by the authorities and philanthropists. Every inch of Asakusa, Kojima, Temp'e and the schools on high ground is occupied by refugees, and the general scene reminds one of a battlefield. At about 6 o'clock on Tuesday evening part of the river dyke near Sumida Garden, Mukojima, was destroyed. Early yesterday morning, a battalion of Engineers was ordered out to aid the suffering, while a force of soldiers and workmen strove to prevent the water from doing greater damage. The residence of Viscount Enomoto was surrounded by water on all sides, but the occupants were fortunate enough to be able to leave behind. The operatives' quarters of the Kanagawa Spinning Company were flooded, but the workpeople, over 2,000 all told, succeeded in escaping to the new factory which is under construction on an elevated site. They were, however, suffering from a scarcity of food, but provisions were hurried forward as soon as their plight became known. The Tokio Spinning Company's factory is also flooded, but the buildings are very strong and they are not likely to be damaged much. The city of Tokio is a sea of water, bordering on terror.

FURTHER DETAILS FROM THE TOKAIDO.
According to Mr. Masuda, supervisor of the Tokaido Railway Station, the neighbourhood of Fujiyama Station, on the Tokaido, is among the places which suffered most from the flood. Early on Tuesday morning, the dyke of the Tokaido gave way for a distance of about 300 feet at the foot of Komayama. In consequence of this the iron bridge over the Tokaido gully, the water sweeping into several villages. Hundreds of houses were washed away, all the districts being converted into a temporary sea. Objects of drawers, tea boxes, and articles of furniture were seen floating about everywhere, while many naked men and women, young and old, were clinging to trees under which the water was rushing by, piteously crying for help at the top of their voices. As for the poor people, no aid came and those who were on comparatively low land, were eventually swallowed up by the waters under the eyes of their friends and relatives and, in some cases, their children who were on higher ground. Some help reached them on Wednesday morning, in time to save many from what appeared to be inevitable death. At that time fifty-one dead bodies had been found, but many others were still missing. All the members of the family of Mr. Makino Tamakichi, a very rich man who was in the business at Shiobara were drowned seven in all.

SCENE IN MAGAYA NEIGHBOHOOD.
It is reported from Nagoya that on Wednesday morning, Lieutenant Murita of the Nagoya Division went to the Kiso, a river, in command of a number of soldiers who were known to be excellent swimmers, for the purpose of clearing some bridges and removing material which was blocking up the water. When the work had made some progress, a rush of water overtook a lighter with six soldiers, and swept it down stream at the rate of three miles and a half a second. The vessel struck against a pillar of a bridge and capsized. Five of the men managed to escape after a severe struggle, but one soldier was swept away and drowned. Another boat with some soldiers went to his rescue, but it capsized. The men were rescued after much difficulty.

CELLMATE'S TUNNELS.

According to a report received by the Eastern Railway Survey Bureau a mountain side took place at Komanohira on the Chikugo line, a railway employee being killed. Two men Nos. 14 and 15 on the same line collapsed, four persons and three children being killed. Another landslide occurred at a place between Yokogawa and Matsuda on the same line, seventy colliers being buried alive. Three of them were killed on the spot, four are missing, thirty were injured, some of them very badly, but the others were saved.

YOUR HUNDRED LIVES LOST.

Very excessive damage is reported from Gomma Prefecture also. The authorities there are now busily engaged in giving aid to the stricken. As far as they had discovered yesterday, over three hundred houses were washed away, upwards of four hundred lives being lost. So far, however, nothing definite can be ascertained, many places being still under water twenty feet deep. At Usui district, over fifty houses were washed away, and eighteen persons drowned, while a number of others are missing.

AT 10 O'CLOCK YESTERDAY MORNING.

The Tokyo authorities received the following telephone communication from the Mainichi District Office: On Thursday night, a part of the dyke of the Arakawa collapsed, causing many villages to be inundated. The District Office and the Elementary School to which refugees thronged were also flooded, and the distressed people had to climb on to the roofs to escape death. They had escaped death but were suffering acutely from hunger for a number of hours when the news was sent off by the District Office. It is said in a wireless message that the people are standing in water up to their necks while telephoning.

According to official reports, the houses which were more or less under water in Tokyo at 10 o'clock yesterday afternoon, were as follows:—

Ward.	No. of Houses.	No. where water is flooded, above floor.
Asakusa	13,770	2,632
Kojima	10,000	10
Kojima	8,761	79/8
Shitaya	6,000	150
Fukagawa	3,000	103
Hongo	3,000	800
Ushigoma	2,500	2,000
Yotsuya	3,700	751
Akatsuka	643	—
Shibuya	450	25
Kojima	300	—
Kanda	48	—
Kojima	28	—

RAILWAY BUREAU'S MONETARY LOSS.

The authorities estimate that the damage sustained by the railways so far through the flood, amounts to Yen 300,000 in the jurisdiction of the Central Railway Supervision Bureau, and to Yen 200,000 in that of the Eastern Railway Bureau. Should the suspension of traffic continue for ten days, the loss of income of the Central Bureau will be about Yen 400,000, and that of the Eastern Bureau about 500,000, making the total loss Yen 1,000,000. This amount will be exceeded if the suspension lasts for fifteen days.

LATER REPORTS.

Tokyo and its neighbourhood, which suffered severely by the rainstorm on Tuesday, were again visited by a heavy gale on August 13, beginning at 2 a.m., and raging with great violence until dawn. The Nagasaki Press. High embankments, loosened by the preceding rains, collapsed in the city, killing several persons and injuring many more. In one case a family of six persons was entombed; fortunately, with one exception, all were rescued. The number of houses flooded in Tokyo was 20,000.

The banks of the River Tama, at Tama and Rokugo, all near Tokyo, gave way and caused great consternation. Warning was given to the inhabitants of the flooded areas by the ringing of temple bells. Railway traffic between Tokyo and Yokohama was suspended, two trains being brought to a standstill at Tsurumi station.

In Saidamake, which adjoins Tokyo, 7,300 houses were inundated, also an even larger tract of land. Twenty-four persons were killed or injured and thirteen others are missing. At Odawara, Fukuoka, the Hosokawa, a Japanese boat, on the River Hayakawa, was swept away early on Thursday morning and shortly afterwards another well-known hotel, the Fukuamine, where sixty guests were staying, was overwhelmed by the torrent. Fifteen guests were reported missing; a search was immediately instituted, the services of 350 firemen being obtained, but with what result is not stated.

WIRELESS AT SEA.

The following copy of a recent act enacted by the United States Government, of special interest to people in a great port like Hongkong:—

An Act to require apparatus and operators for radio-communication on certain ocean steamers.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled.

That from and after the first day of July, fifteen hundred and eleven, it shall be unlawful for any coast-going steamer carrying fifty or more persons, including passengers and crew, to leave or attempt to leave any port of the United States unless such steamer shall be equipped with an efficient apparatus for radio-communication, in good working order, the charge of a person skilled in the use of such apparatus, which apparatus shall be capable of transmitting and receiving messages over distances of at least one hundred miles, eight or ten days.

Provided, That the provisions of this Act shall not apply to steamers plying only between ports less than two hundred miles apart.

Sec. 2. That for the purpose of this Act apparatus for radio-communication shall not be deemed to be efficient unless the company installing it had contract in writing to exchange, and in fact, exchange as far as may be physically practicable, to be determined by the matter of the vessel, messages with shore or ship stations using other systems of radio-communications.

Sec. 3. That the master or other person being in charge of any such vessel which leaves or attempts to leave any port of the United States in violation of any of the provisions of this Act shall, upon conviction, be fined in a sum not more than five thousand dollars, and any such fine shall be a lien upon such vessel and such vessel may be libeled therefor in any district court of the United States within the jurisdiction of which such vessel shall arrive or depart, and the sailing or attempt to leave such vessel every port of the United States shall constitute a separate offence.

Sec. 4. That the Secretary of Commerce and Labour shall make such regulations as may be necessary to secure the proper execution of this Act by collectors of customs and other officers of the Government.

Approved June 24, 1910.

Events Coming.

Thursday, 25th August.
Lupines and Fenchel auction sale of furniture at "Pole Room," 2:30 p.m.
Friday, 26th August.
Auction sale of valuable household properties, G. P. Lammer's auction room, 10 a.m.
G. P. Lammer's auction sale of furniture, at 4 Civil George Street, East Point, 2:30 p.m.
Wednesday, 27th August.
United Assurance Co. meeting, 7 p.m.

NEW JAPANESE TARIFF.

CERTAIN BRITISH TRADES LIKELY TO SUFFER SEVERELY.

An important statement as to the effects on British trade of the proposed new Japanese tariff which will come into force on 1st July next, has been issued by the Tariff Commission, which points out that the decreases of duty are few and comparatively unimportant, while the increases are many and very large compared with those now charged on British goods. It is estimated that the average of the new duties is an advance of two-thirds upon the average of the existing rates on British commodities.

On goods from all countries the increase in the average of the duties is only 50 per cent, and those classes of cotton goods in which Great Britain predominates are subject to exceptionally heavy duties.

The decreases of duty affect such manufactures as spinning machines, knitting machines, and spinning plants, which are necessary to the growing industries of Japan, and which Japan does not as yet make for herself.

The increases concern chiefly the industries which Japan has established or hopes to develop and are particularly heavy in the case of cotton and woollen yarns and cloth, iron and steel goods, printing machines, leather goods and paper.

From the United Kingdom the duties on imports are about one-third of the total from all countries; the United Kingdom, however, sends about one-half of the articles which have to bear the principal increases of duty. The amount of imports from the United Kingdom thus likely to be excluded under the new tariff is estimated at between one-third and one-half of the total of 20 million yen. In other words, British goods of the value of between 7,000,000 and 10,000,000 are likely to be excluded.

The present Lancashire trade with Japan is somewhere about £2,000,000 sterling in value and some British traders say it will be a matter of surprise to them if 25 per cent. of their own trade is left should the proposed new tariff come into operation without amendment.

CHILDREN AT PLAY ON A WARSHIP.

JAPANESE SAILORS GIVE A HUGE TEA-PARTY.

The Japanese cruiser *Isokawa*, which is lying off Gravesend, was changed yesterday from a grim engine of war to a ship vibrating with merriment and laughter, the boom of her big guns was replaced by the happy voices of hundreds of children, who spent an afternoon with the good-natured little men from Japan, says the *London and Liverpool Standard* of 23rd ult. It would be difficult to decide who appreciated the afternoon more—the simple and smiling little men from the East or their tiny guests from the West who sat about the great fighting machine bubbling over with merriment and anticipation.

The sailors of the *Isokawa* were "at home" to the schoolchildren of Gravesend, and at two o'clock the youngsters made their way down the gaily decorated high-top, waving Japanese and English flags. They were met at the pier by their hosts, who had gathered every kind of boat which the big cruiser could muster—pinnaces, cutters, launch, a sloop, lifeboats, gigs, skiffs, and dinghies. The children tumbled into the boats and were pulled or "puffed" across to the big grey cruiser, which, they were told, was "Liberty Hall" for the afternoon.

THE MARTIAL SCOUT.

The smiling little men took their guests all over the ship, and a number of boy scouts who were included in the party were hugely interested in the working of the 4,700-ton, which the Japanese sailors goodnaturedly loaded and unloaded for their benefit.

Here and there a sailor would catch hold of a diminutive lady visitor, put her on his shoulder, and take her up the narrow gangway to see the mechanism of the wonderful big guns.

The ship was a world of smiles, and although the visitors understood nothing of Japanese and the sailors at little of English, things went as smoothly and crisply as a frey merriment.

Occasionally the skill, commanding voice of an officer would ring out. The men would drop the eternal cigarette and perform some martial evolution or sing the great guns round just to show how it was done.

One little girl was very interested in the sailors' uniforms. She stood out bravely with a happy A.B., and then, when she had quite captured his heart, she criticised his shoes. (Japanese shoes are made with a special commitment for the big toe—a source of much curiosity). Fortunately, perhaps, the little man could not understand English.

Included, the attempts to converse with the children were infinitely amusing. A boy who happened to know a word or two of English asked the visitors to "speak slow" in order that they might consult their dictionary.

The children were equally curious, and many of them, by dint of endless questioning, learned that "Konichi Wa" (or something like it) is Japanese for "good day." Perhaps the children intend to test the efficacy of their accent on the Japanese at the White City.

While waiting for tea the little sailors amused their visitors with wrestling bouts, fencing, and boxing.

HOME COMFORTS.

The girls were deeply interested in the lower deck arrangements, and probably they will have much to tell their parents of what they saw of the home comforts on the 13,750-ton warship.

No effort was spared to make the big tea success. Four hundred guests with keen appetites require some attention, but the Japanese sailors did everything arranged perfectly, and they waited on their little guests so well that the most insistent appetite could not complain of delay.

The Mayor of Gravesend has organized an entertainment at Kew Gardens tomorrow day for the *Isokawa* crew, at which the children are to sing and dance on the extensive walls of their hosts' quarters.

To-day's Advertisements.

GREEN ISLAND CEMENT COMPANY, LIMITED.

A N INTERIM DIVIDEND OF FIFTEEN CENTS per Share for the Six Months ending 30th of June, 1910, will be payable on the 15th day of September, 1910, on which date Dividend Warrants may be obtained on application at the Company's Office.
The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 10th day of September, 1910, both days inclusive.
SHEWAN, TOMES & Co., General Managers.
Hongkong, 25th August, 1910. 1557

PUBLIC AUCTION.

OR VALUABLE LEASEHOLD PROPERTY.

THE Undermentioned will Sell by PUBLIC AUCTION,

IN ONE LOT,

THURSDAY,

the 5th September, 1910, at 12 o'clock (Noon),

at his Sales Rooms, Duddell Street,

All those Pieces or Parcels of Ground situated at Kowloon Point and registered in the Land Office respectively as THE REMAINING PORTION OF SECTION "A" OF KOWLOON INLAND LOT No. 447, and THE REMAINING PORTION OF SECTION "B" OF KOWLOON INLAND LOT No. 441, with the European Dwelling House thereon known as "GLENNHURST," Kimberley Road.

The Property is held for the residue of the term of 75 years from the 24th June, 1888, created by the Crown Lease of Kowloon Island Lot No. 441.

Total Area: 6.38 square feet.

Total annual Ground Rent \$12.22.

For further particulars, Conditions of Sale and inspection of plans, apply to

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 25th August, 1910. 1558

COMMERCIAL.

August 25th, 1910, p.m.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:

Allagars	 10/6
Anglo-Javas	 11/15
Anglo-Malays	 12/6
Balgownie	 13/6
Batu Tigar	 14/6
Beratan	 15/6
Bukit Kelang (PP)	 16/6
Bukit Rajah	 17/6
Carey United	 18/6
Castlefields	 19/6
Changkat Serdang	 20/6
Cheras (part paid)	 21/6
D. (fully paid)	 22/6
Damansara	 23/6
Eastern Internationals	 24/6
Fed. Selangore	 25/6
Glenahilly	 26/6
Goldendale	 27/6
Golden Hope	 28/6
Highlands and Lowlands	 29/6
Indragiri	 30/6
Inch Kenneth	 31/6
Jequires	 32/6
Jonglanders	 33/6
Kamuning	 34/6
Kuala Lumpur	 35/6
Landrons (fully paid)	 36/6
Landrons (ppd.)	 37/6
Ledbury	 38/6
Linglis	 39/6
London Estates	 40/6
London Ventures	 41/6
Malimans	 42/6
Pajama	 43/6
Pegohs	 44/6
Rubber Trusts	 45/6
Sagras	 46/6
Sandycrofts	 47/6
Sapong	 48/6
Seafide	 49/6
Sekong	 50/6
Shelfords	 51/6
Singapore & Johore	 52/6
Singapore Paras	 53/6
Sungai Chohs	 54/6
Sungai Kapas	 55/6
Tangahs	 56/6
Tangahs	 57/6
Torngale	 58/6
Ulu Rantis	 59/6
United Serdangs	 60/6
United Singapore	 61/6
United Langkats	 62/6
Para Rubber	 8/7 per lb.
Plantation Rubber	 7/7

Intimations.

Try our delicious

CORNED PORK.

CORNED BEEF

and

PRESSED BEEF.

THE

DAIRY FARM CO.,

LIMITED.

AWARDED

GOLD MEDAL

AT

ANGLO-JAPANESE

EXHIBITION.

PRICES:

4 D. Q. 1000 \$12.00 per case

8 D. Q. 1000 \$13.50

OF ALL

WINE

MERCHANTS:

SAVE YOUR HEALTH

in drinking the cheapest and most

agreeable Table-Mineral Water

"COUZAN GATIER"

approved by the French Faculty

of Medicine.

Large Bottles \$5.50

DOZEN \$5.50

Case 50 Bottles \$11.50

"60" \$13.50

SOLE AGENTS:

"FRENCH STORE"

Hongkong, 18th July, 1910. 147

HUNG ON & CO.

SHOW ROOM AND STORE

at the Premises formerly occupied by

A. CHEE & CO.

17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND

FURNITURE

IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver

Plated, Glass and Iron Ware of all

descriptions, always on hand, for sale or on

hire at moderate rates.

Hongkong, 21st June, 1910. 141

CLARETS.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between Obloy, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).
Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SATURDAY, AUGUST 27TH.	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 23RD.
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH.	"ALLAN LINE" FRIDAY, OCT. 14TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 1TH.
"EMPRESS OF CHINA" SATURDAY, OCT. 29TH.	"ALLAN LINE" FRIDAY, NOV. 15TH.
"MONTEAGLE" SATURDAY, NOV. 5TH.	From St. John. FRIDAY, DEC. 16TH.
"EMPRESS OF INDIA" SATURDAY, NOV. 19TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line). Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Port or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 44s.
Via New York 46s.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
M. W. GRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	HANGSANG	FRIDAY, 16th Aug. Noon.
SHANGHAI, PENANG & CALCUTTA	KUNSHANG	FRIDAY, 16th Aug. 3 P.M.
SHANGHAI	YUENANG	FRIDAY, 16th Aug. 4 P.M.
SHANGHAI	WAISHING	SUNDAY, 28th Aug. Daylight.
SANDAKAN	MAUSANG	MONDAY, 29th Aug. 5 P.M.
TIENSIN	CHISUNG	TUESDAY, 30th Aug. Noon.
MANILA	LOONGSANG	FRIDAY, 1st Sept. 4 P.M.
SHANGHAI, KOBE & MOJI	NAUSANG	MONDAY, 13th Sept. Noon.

RETURN TOURS TO JAPAN (OCCUPYING 34 DAYS).

The steamers *Kawato*, *Namatsuy* and *Pokany* leave about every 3 weeks for Shanghai and returning to Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yungtze Ports, Chafoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kude, Lahad, Datu, Simporua, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.
Telephone No. 215.
Hongkong, 25th August, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	28th Aug. Daylight.
CHEFOO & TIENSIN	"KUEICHOW"	29th " 4 P.M.
MANILA	"TEAN"	30th " 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"TAIYUAN"	31st " 4 P.M.
CHEFOO & NEWCHOW	"HANCHANG"	3rd Sept. 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chow*, *Lintan*, *Chinwa*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yungtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 15.
Hongkong, 25th August, 1910.



HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
RUBI	1540	R. Rogers	MANILA	SATURDAY, 27th Aug. at Noon.
IAIRO	1540	A. Fraser	"	SATURDAY, 3rd Sept. at Noon.

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 25th August, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 7th Sept. at Noon.
VICTORIA, B.C. & TACOMA v. MOJI, KOBE AND YOKOHAMA	"PANAMA MARU" Capt. T. Ogata	6,059	WEDNESDAY, 21st Sept. at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for stowage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI via SWATOW and AMOY	"JOSHIN MARU" Capt. H. Murayama	SUNDAY, 28th Aug. at 10 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU" Capt. Y. Yamamoto	WEDNESDAY, 31st Aug. at Noon.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOCHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class. \$73.00 2nd Class. \$55.00 3rd Class. \$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU".

First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 20th August, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	HITACHI MARU, Capt. N. Mathieson, Tons 7000 MIYASAKI MARU, Capt. T. Mura, Tons 7000 KAWAGAWA MARU, Capt. G. H. Butler, Tons 7000	WEDNESDAY, 31st Aug. at Daylight. WEDNESDAY, 14th Sept. at Daylight. THURSDAY, 8th Sept. at 5 P.M.
VICTORIA, B.C. & SEATTLE	SADOMARU, Capt. Horiuchi, Tons 7000	SATURDAY, 10th Sept. FROM KOBE
VICTORIA, B.C. & SEATTLE v. KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA	AWA MARU, Capt. S. Ishikawa, 1000 Tons IBABA MARU, Capt. K. Kawa, Tons 7000	TUESDAY, 13th Sept. at 4 P.M. TUESDAY, 13th Oct. at Noon.
SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMAKO MARU, Capt. M. Winkler, Tons 6000 YAWATA MARU, Capt. T. Sakino, Tons 5000	FRIDAY, 2nd Sept. at Noon. FRIDAY, 30th Sept. Noon.
BOMBAY, via SINGAPORE AND COLOMBO	COLOMBO MARU, Capt. E. Combes, Tons 5000	TUESDAY, 6th September.
SHANGHAI, MOJI & KOBE	HAKATA MARU, Capt. A. Mocker, Tons 7000	WEDNESDAY, 31st August.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sakino, Tons 5000	WEDNESDAY, 31st Aug. at Noon.
KOBE and YOKOHAMA	IYO MARU, Capt. R. Takada, Tons 7000	THURSDAY, 1st Sept. at 5 P.M.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

COMMENCING AKI-MARU 30TH MAY, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN. KOBE RETURN. MOJI RETURN. NAGASAKI RETURN.

1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With option of fall between calling ports in Japan.

Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers calling at Saigon. * Onitting Keelung & Shimizu.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days; to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Canton Road.

T. KUSUMOTO,
Manager.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR
STRAITS, OCEYON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

Through Bills of Lading issued for BATAVIA,
PERMAN GULF, CONTINENTAL AMERI-
CAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ARCADIA,"

Captain S. Barcham, carrying His Majesty's Mails, will be despatched from this port BOMBAY, &c., on SATURDAY, the 3rd September, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mores*, 10,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the M.I. steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Perla* (due in London on 15th October, 1910).

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Values of all Packages are required.

For further Particulars, apply to
R. A. HEWETT,
Superintendent.

Hongkong, 22nd August, 1910.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUZ CANAL
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON NEW YORK:

S.S. "LENNOX" On or about 3rd Sept.

S.S. "SAINT PATRICK" On or about 10th Sept.

For Freight and further information, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 25th August, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR
VICTORIA, VANCOUVER, B.O.,
SEATTLE AND TACOMA VIA
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

Steamer	Tons	Captain	On or about
Suoria	6,332	F. S. Cowley	27th Sept.
Kamuric	6,217	G. B. McGill	20th Oct.
Aymara	4,363	J. Boyd	20th Nov.

Calling at Amoy and Keelung if sufficient inducement offers.

These steamers are specially fitted for the carriage of Atlantic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.
Hongkong, 9th August 1910.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BUELOW,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th of August will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 9.30 A.M.

All claims must reach us before the 3rd of September, 1910, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents.

Hongkong, 25th August, 1910.

Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "LOTHIAN,"
FROM GLASGOW, LIVERPOOL AND
STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned, on or before the 18th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 2.30 P.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.

Hongkong, 10th August, 1910.

"INDRA" LINE OF STEAMERS,
LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Company's Steamship

"INDRAVELLI,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 27th instant, at 6 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown, where they will be examined at 9.30 A.M. on 27th instant. No claims will be admitted after Goods have left the Godown or will they be recognised if not presented within 10 days of vessel's arrival here.

JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, 22nd August, 1910.

FROM EUROPE.

THE H. A. I. Steamship

"HELLAS,"

Captain Vogeler, having arrived, Consignees of Cargo are hereby informed that their goods are being landed, and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

THIS STEAMER BRINGS ON CARGO
Ex s.s. *Orfa* from New York.

Ex s.s. *Goteborg* from Goteborg.

HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 22nd August, 1910.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"FRINZ SIGISMUND,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th of August will be subject to rent.

All broken, chafed, and damaged Goods are to be left in

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	ORIGIN AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	£1,000,000 \$15,000,000	\$2,021,018	£2.5/- for half year ending 31.12.09 @ 2 1/2 % 1/2 % = \$15.11	5 %	(\$127) ss. and b. £202
National Bank of China, Limited	99,925	47	40	£4,000,000 \$60,000,000	\$30,352	\$2 (London 3/6) for 1903	...	\$76 buyers
MARINE INSURANCES.								
Union Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$24,581 \$102,791	none	\$10 for 1908	6 %	\$167 1/2
North China Insurance Company, Limited	10,000	£15	£5	Tls. 225,000 Tls. 225,000 Tls. 140,800	Tls. 207,573	Final of 7/6 making 15/- for 1908	5 %	Tls. 115 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	£1,000,000 \$15,000,000 \$102,791	\$27,984	Final of \$20 per share, making in all \$10 per share for 1908 and an interim dividend of \$10 per share for 1909	6 %	\$240 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$15,000,000 \$102,791	\$77,887	\$12 for year ending 31.12.08 and interim of \$3 on account of 1909	7 %	\$200 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$15,000,000 \$102,791	\$4,846	\$5 and bonus \$2 for 1908	7 %	\$112
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$15,000,000 \$102,791	\$436,218	\$27 for 1908	8 %	\$340 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	20,000	\$25	\$25	\$7,743 \$115,000 \$100,000	Dr. \$5,777	5 % for 1906	...	\$103 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$100,000 \$100,000 \$100,000	Dr. \$115,801	2 1/2 for year ending 30.6.1908	...	\$27 sellers
Hongkong, Canton & Yacoo Steamboat Co., Ltd.	80,000	\$15	\$15	\$107,500 \$107,500 \$107,500	\$24,166	Final of \$1 1/2 for account 1910	8 %	\$33 1/2 sales
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£138,100 £138,100 £138,100	£ 537.82	6/- for 1907 on Preference shares only @ 1 1/2 % 11/16 = \$3.154	...	\$60 sellers
Do. Do. (Deferred)	60,000	£1	£1	£138,100 £138,100 £138,100	£ 2,994	3rd. div. of 2/- per sh. (comp. 1/4 % 1/2 making in all 4/- for 1908 & interim of 1/- for acc. 09)	5 %	\$31 sellers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$10,000 \$10,000 \$10,000	\$1,159	A dividend of 7 % for year ending 30.4.1910	4 1/2 %	\$24 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$10,000 \$10,000 \$10,000	\$1,159	A bonus of 5 %	...	\$12 sellers
REFINERIES.								
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	\$100,000 \$100,000 \$100,000	Dr. \$1,090	\$10 per share for 1909	6 %	\$167 sellers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$100,000 \$100,000 \$100,000	Dr. \$115,801	\$5 for 1907	...	\$26 sellers
Park Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 6.02	Tls. 10 for year ending 31.12.09	...	Tls. 800 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£1,000,000 £1,000,000 £1,000,000	£ 4,435	Interim of 1/4 for 1910 (coupon No. 14)	9 %	Tls. 16
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none none none	none	First year	...	Pa. 12
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£1,000,000 £1,000,000 £1,000,000	none	5/- per share 1/10 dividend	5 %	\$71 sellers
Oriental Consolidated Mining Co., Ltd.	500,000	G \$10	G \$10	none none none	none	Final of Gold \$0.65 for 1909 in all G \$1.15	...	\$41-
Docks, Wharves & Godowns	18,000	\$25	\$25	\$45,275 \$45,275 \$45,275	Dr. \$8,460	\$1.75 for year ending 31.12.08	...	\$94 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$3,300,000 \$3,300,000 \$3,300,000	\$264,847	\$2 1/2 for 1909	4 1/2 %	\$54 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000 \$2,500,000 \$2,500,000	\$131,715	Interim of \$1 1/2 for account 1909	...	\$51 buyers
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	Tls. 55,700 Tls. 55,700 Tls. 55,700	Tls. 6.28	Final of Tls. 3 making Tls. 6 in all on 9/10	6 1/2 %	Tls. 76
Shanghai and Hongkew Wharf Company, Limited	96,000	Tls. 100	Tls. 100	Tls. 96,000 Tls. 96,000 Tls. 96,000	Tl. 9,123	Final of Tls. 4 making Tls. 7 for 1909	7 %	Tls. 116
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000 Tls. 25,000 Tls. 25,000	Tls. 4,314	Tls. 6 for year ending 31.12.09	5 1/2 %	Tls. 101 sellers
Central Stores, Limited	50,123	\$15	\$15	\$751,771 \$751,771 \$751,771	\$24,204	\$1.20 on old and 60 cents on first new issue	8 %	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000 \$600,000 \$600,000	\$1,217	\$2.50 on old shares and 1.50 on new shares	3 %	\$204 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000 \$5,000,000 \$5,000,000	\$27,919	Final of 1/2 for year ending 31.12.09	7 %	\$90 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$1,500,000 \$1,500,000	\$5,471	45 cents for 1909	6 %	\$8 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 \$300,000 \$300,000	\$2,616	\$2 1/2 for 1909	6 1/2 %	\$32 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 3,900,000 Tls. 3,900,000 Tls. 3,900,000	Tls. 6,509	Interim of Tls. 3 for 1910	6 1/2 %	Tls. 112
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000 \$625,000 \$625,000	\$1,951	Final of \$1.25 making in all 3.80 per share for 1909	8 1/2 %	\$39
COTTON MILLS.								
Kwo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 10,998	Tls. 12 for year ending 31.12.09	8 1/2 %	Tls. 110 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000 \$1,250,000 \$1,250,000	\$8,555	50 cents for year ending 31.7.08	10 %	\$5
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000 Tls. 750,000 Tls. 750,000	Tls. 8,278	Tls. 7 1/2 for year ending 31.9.09	12 %	Tls. 57 1/2
Lao-nung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000 Tls. 800,000 Tls. 800,000	Tls. 4,819	Tls. 6 for 1909	7 %	Tls. 68 1/2
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 60	Tls. 60	Tls. 120,000 Tls. 120,000 Tls. 120,000	Tls. 31,773	Tls. 25 for 1907	10 %	Tls. 140
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,000	£15	£15	£120,000 £120,000 £120,000	£2,648	15 % per share for 1908	...	\$20 buyers
China-Borneo Company, Limited	60,000	\$15	\$15	\$900,000 \$900,000 \$900,000	\$1,158	60 cents for 1909	6 %	\$22 ss. & \$1 b.
China Light and Power Company, Limited	50,000	\$1	\$1	\$500,000 \$500,000 \$500,000	2,602	10 cents for year ended 31.12.08	...	\$1.30 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000 \$1,250,000 \$1,250,000	\$1,891	80 cents for 1909	9 %	\$8 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$300,000 \$300,000 \$300,000	\$4,390	\$1.20 for year ending 31.7.09	6 1/2 %	\$29 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$4,000,000 \$4,000,000	\$5,011	Final of 40 cents making in all 75 cents per share for 1909	10 %	\$5 sellers
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000 \$120,000 \$120,000	\$1,708	14 per cent. viz. \$1 1/2 for 1909	12 %	\$14 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000 \$600,000 \$600,000	\$5,518	A dividend of \$1.20 per share and a bonus of 10 cents	6 %	\$20 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$10	\$125,000 \$125,000 \$125,000	\$2,175	Final of \$8 for 1909	6 1/2 %	\$25 buyers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000 \$600,000 \$600,000	Tls. 126,683	Final of \$1 making in all \$2 for 1909	9 %	Tls. 1,350
Messageries Maritimes de l'Inde, Ltd.	25,000	Gs. 100	Gs. 100	Gs. 2,500,000 Gs. 2,500,000 Gs. 2,500,000	\$3,014	1st interim dividend of Tls. 12 for 1909	5 %	Tls. 1,350
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000 \$250,000 \$250,000	\$3,014	80 cents on fully paid shares and 40 cents on 51 paid shares for year ending 30.4.10	5 1/2 %	\$15 sellers
Peak Tramway Company (new)	30,000	\$10	\$10	\$300,000 \$300,000 \$300,000	Pa. 28,640	None	...	\$10
Philippine Company, Limited	75,000	\$10	\$10	\$750,000 \$750,000 \$750,000	Tls. 21,212	None	...	\$10
Shanghai-Sumit & Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000 Tls. 600,000 Tls. 600,000	Tls. 5,350	No dividend this year	...	Tls. 155 sellers
Societe des Papiers et Papeteries du Tonkin	1,200	50	25	none none none	none	First year	...	\$29 sellers
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000 \$150,000 \$150,000	Dr. \$21,095	None	...	\$26
Steam Laundry Company, Limited	20,000	\$25	\$5	\$500,000 \$500,000 \$500,000	none	10 % for year ending 31st May 1910	2 1/2 %	\$26 sales
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000 \$500,000 \$500,000	\$11,956	60 cents for year ending 31.12.08	8 %	\$8 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$100,000 \$100,000 \$100,000	\$4,000	60 cents per ord. share for year ending 31.12.09	5 %	\$12 sellers
Watkins Limited	10,000	\$10	\$10	\$100,000 \$100,000 \$100,000	\$1,241	15 cents for 1909	11 %	\$35 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$900,000 \$900,000	\$2,613	None	...	\$12 sellers
William Perell, Limited	11,000	7	7	none none none	\$723	None	...	\$2 sellers

Intimations

COMPANIA GENERAL DE TABACOS

THE FILIPINAS

ESTABLISHED IN 1882. CAPITAL £5,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

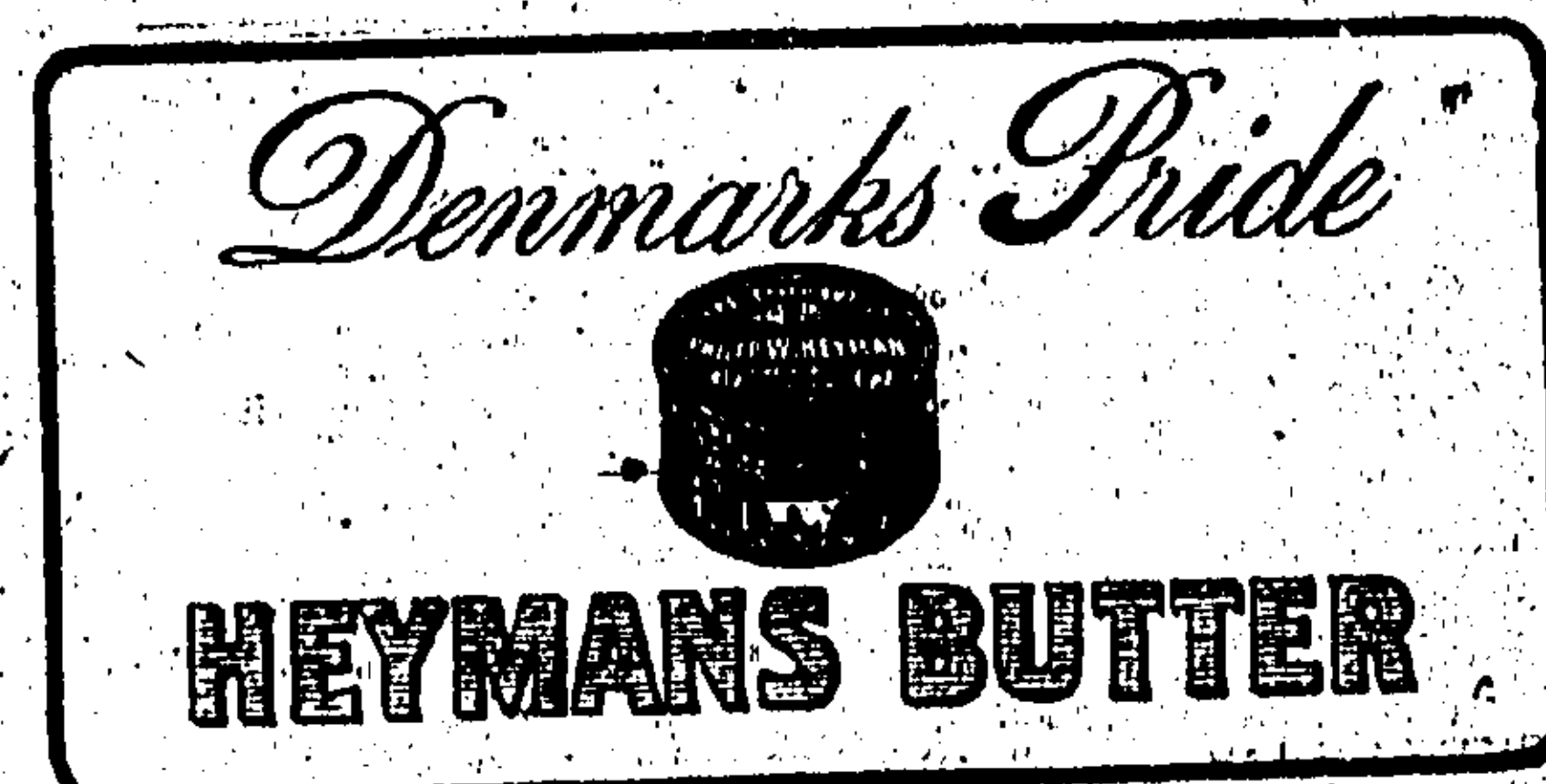
SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,

AGENTS.



SIEMSEN & CO., Sole Agents.

49

Hotels.

BAND I BAND II BAND III

BELLE VIEW HOTEL.

SHAUKIWAN ROAD,

Telephone No. 907.

By kind permission of the Commander and Officers, the full Band of 20th Mahratta Light Infantry will play on the lawn at the above Hotel commencing from 5 p.m.

On SUNDAY, the 14th August.

Ice Drinks, Best Brands of Liquors served at tables on the Lawn or Verandah.

Dinner at 7.30 p.m.

Dining Rooms can be reserved by telephoning to the undersigned.

All cordially invited.

W. GALLAGHER, Manager.

Hongkong, 10th August, 1910.

VIENNA CAFE COMPANY (1910) LIMITED (RE-CONSTRUCTED).

QUEEN'S ROAD CENTRAL, OPPOSITE POST OFFICE.

A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE).

Afternoon Teas, Ices, Light Refreshments.

Specially selected Brands of Wines, Spirits, Beers, &c.

An extensive modern Bakery.

A French Chef.

Hongkong 22nd July, 1910.

Intimations

A TOO STABLE.

BRIGHTON HILL ROAD.

(adj. to No. 1, Police Station).

Established a SHORING FORGE, 11 Brighton Hill Road where Horses and Carriages can be shod by experienced SHANGHAI BARBERS by appointment. Shodding at Home and Police Stations taken at Kowloon on receipt of Order Instructions.

At the Stable or anywhere in Hongkong. See National Directory.

At Kowloon 22nd July, 1910.

A TOO STABLE.

BRIGHTON HILL ROAD.

Hongkong 22nd July, 1910.

LEE YEE

HAIR DRESSING SALOON

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

TOILET REQUISITES

YIN LAY

H. DAVIS

H. DAVIS

H. DAVIS

H. DAVIS